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No. 15,895. 號五十九百八千五萬一第一

日一月二周年元統宣

HONGKONG, THURSDAY, APRIL 1ST, 1909.

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[423] A. F. DAVIES, Manager.

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Hongkong, 24th July, 1905. [423]

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Hongkong, 4th December, 1907. [444]

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Hongkong, 1st April 1909.

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The Daily Press.

HONGKONG, APRIL 1st 1909.

Twelve months ago or more the Imperial Government appointed a Committee to inquire into "the conditions of tenure, the scale of payment of salaries and pensions, and how far arrangements in the office of the Crown Agents for the Colonies are in accord, or can be brought into harmony with the principles governing the Civil Service." In order to enable the Committee to decide whether changes were required or not, it became necessary for them to have a general survey of what work is done and how it is done. Evidence was given before the committee by witnesses possessing either special colonial experience or a particular knowledge of transactions with the Crown Agents, and although a certain amount of the evidence appears to be outside the proper subject of the enquiry, this, as the Committee says, is not the whole to be regretted. The Committee says the general effect of this evidence has been to show that "while there is, in the Colonies, in many quarters, a certain amount of discontent with the methods of the Crown Agents, it is due rather to want of touch between them and the Colonial Governments, to some want of elasticity on the part of officials claiming to occupy a quasi-independent position, or to personal considerations, than to a failure in the work of the office which appears to be on the whole well done, and to be clear from all suspicion of corruption." So little is generally known with regard to the Crown Agents Office that a few particulars may be found interesting. The

Crown Agents Office acts for all the Colonies twenty-four in number, not possessing responsible government, for the eleven British Protectorates and for Zanzibar, and serves as the general agency in Great Britain for all these countries. It purchases and sends out the materials and goods of all kinds which are required by the Colonial Governments from the United Kingdom or Europe, it issues their public loans, keeps the registers of their stock, pays the interest and invests the sinking funds, and transacts all kinds of miscellaneous financial business including the payment of salaries to Colonial Officials on leave, and the payment of pensions where the recipients live in the United Kingdom or Europe. Moreover, it acts as the channel of communication between Colonial Governments and their Consulting Engineers in the United Kingdom. The Crown Agents, three in number, are selected by the Secretary of State for the Colonies, and hold office during the pleasure of the Crown. Their salaries are fixed by the Secretary of State while those of the Staff numbering about 225 persons, have been left to the discretion of the Crown Agents, though maximum lump sums are allocated, and a maximum rate of salary is fixed by the Crown Agents. Actual salaries have to be referred to the Colonial Office following the actual salaries paid to the established officers.

This, as many of our readers know, is not the first time that the way the Crown Agents' Office does its work has been inquired into. There was a Local Committee of Inquiry into the Stores Department in Ceylon in 1878; and a similar committee in Hongkong in 1902, and the result in each case—according to Sir E. Blake, the Senior Crown Agent—is that the work of the office was found to be well done, and that there was practically nothing requiring alteration. Consequently when Lord Lytton acceded to the demand for an inter-departmental committee to conduct an inquiry into the organisation of the Office before any *prima facie* case for inquiry had been made out, the Crown Agents naturally protested, and declared that "some person or persons who have a personal grievance against the Crown Agents are almost always at the bottom of agitation and闹事." The Secretary of State, however, did not feel that he could refuse the demand, and the inquiry has been held with results which on the one hand might be gratifying to the Crown Agents, and on the other very satisfactory to the Colonies, especially in knowing not only that on

Apart from these recommendations the only other suggestion we need notice is one that a small bureau should be established in the Department through which officials and other persons connected with the Colonies visiting England could get into better touch with the Crown Agents and obtain the benefit of their good offices. Lastly, the Committee recommend that information regarding the revenue and expenditure of the Crown Agents' Office, and the salaries paid, should be published annually, and, of course, communicated to the Colonial Governments. They further suggest that Parliament should be given a better opportunity than exists at present for reviewing the operations of the Office. These are all very modest but eminently reasonable recommendations, and their adoption would certainly tend to give the Colonies a confidence in the system which is now generally lacking.

A case of plague was notified yesterday as having been discovered in a boat lying at Wing Lok Street Wharf.

Society in the Philippines is discussing the decoration of the Crown Agents' houses, though maximum lump sums are allocated, and a maximum rate of salary is fixed by the

Crown Agents. Actual salaries have to be referred to the Colonial Office following the actual salaries paid to the established officers.

It is reported that Mr. T. K. Dealy has accepted the position of headmaster of Queen's College, rendered vacant by the retirement of Dr. G. H. Batson Wright, and that Mr. G. A. Woodcock will succeed Mr. Dealy as second master.

A special cablegram to the Colloquy-American says: "It is said that Oscar Stroos, former Secretary of Commerce and Labour, was stalled for the Tokyo ambassadorship, but that the objection of Baron Takahira, the Japanese ambassador, was responsible for the withdrawal of the plan."

The case in which five natives were charged before Mr. F. A. Hasland at the Magistrate's Court with stealing telegraph instruments from a cable station at Hung Hom concluded yesterday. Four of the accused were found guilty and sentenced to six months' imprisonment and six hours' stocks, while the fifth man was discharged.

A bill to allow lawyers to practise as barristers in Hongkong was considered by the Y. M. C. A. Parliamentary Debating Society on Tuesday. Mr. E. A. Lowry moved the resolution which was supported by Messrs. McPherson, Gabby, Berkeley and Burnett, while Mr. Troket and Miss Brown opposed it. The motion, however, was carried.

The trial of the Chinese labourers, who appear to be well done, and free from the suspicion of corruption, but that the Committee has recognised that the agitation against the Office has not been entirely unjustified. The most fruitful cause of discontent the Committee reports, has been the existence of the rule laid down in the Colonial Regulations that the product or manufacture of the United Kingdom or of Europe, which are required by the Government of a Crown Colony should be obtained through the Crown Agents' Office. This rule the Committee consider to be to the general advantage of the Crown Colonies; but the Committee recommend that wherever in any Colony firms exist able to produce the articles required or to carry out any needed works and the Colony feels able to arrange for their adequate inspection such firms should be given opportunities of tendering on the same conditions as home firms. An announcement that this recommendation had been adopted would be welcomed in every Colony. It is a commonly accepted notion that whatever is obtained through the Crown Agents costs the Government very much more than if it had been obtained without their assistance; but in glancing through the portly volume of evidence we do not notice that this was conclusively established by evidence. Sir Henry Blake, who said his experience with Crown Agents had been "perfectly satisfactory," made an indirect reference to the subject of cost when he said that the fact of there being a large reserve arising from commissions made it evident that the Crown Agents were charging too much commission. "I think it would be received with great gratitude by the Crown Colonies," Sir Henry said.

"If you were able to announce that having regard to the volume of business you find that the Crown Agent is able to do his business for a smaller percentage." But that announcement does not find a place in the Report. The Committee, however, reports that the present arrangements for shipping appear to them to be not only "unduly expensive," but that they must lead to delay and reduplication of work and they therefore recommend that the shipping work hitherto performed for the Crown Agents by Messrs. J. and A. B. French should in future be carried out by a Department of the Crown Agents.

In three cases which came before Mr. F. A. Hasland at the Magistrate's Court yesterday the defendants were sentenced to six hours in the stocks as well as to terms of imprisonment. In one case a native boy was found guilty of returning from banishment was sent to jail for six months. In another a school boy was convicted for snatching a box of cigarettes from a stall holder at 77, Queen's Road East and committed to prison for six weeks. In the third case an unemployed cook went to prison for three weeks for stealing jewellery and clothing to the value of \$115 from a house in Shanghai Street, Yaumati.

The forecast for the 24 hours ending at noon to-day is as follows:

N.E. & E. winds, fresh to moderate; fair, cloudy.

Formosa Channel ..... Same as No. 1.

Hindus, and 15½ miles Japanese. Off the Chinese

and Japanese 7,442 were naturalized Chinese subjects. Only 55 Chinese entered British Columbia in the month of January.

Hongkong and Lamcocks. Same as No. 1.

Hongkong and Hainan. Same as No. 1.

Hongkong and Neighbourhood. Same as No. 1.

On the 31st at 11.55 a.m.—The barometer has risen moderately in E. Japan, and fallen over China, particularly in the North.

A depression is advancing toward N. China

from the Westward, and the highest pressure is now shown over the N.E. part of the Sea of Japan.

Fresh to moderate N.E. and E. winds may be expected in the Formosa Channel and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

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## LOCAL SPORT.

## BUFFS REGIMENTAL SPORTS.

Yesterday afternoon the second battalion of the Buffs held their regimental sports on the ground of the Kowloon Cricket Club, which was kindly placed at their disposal for the day, the A.A.A. track being used for the running events. The band of the regiment, under the baton of Bandmaster Howitt, played an appropriate selection of music during the afternoon. There was an exceptionally large attendance, special quarters being provided for the officers and their friends and for the married soldiers, their wives and families. Seeing that it was the regimental sports, however, it was scarcely fair to Tommy Atkins to give him a back seat on the distant hillside. A more advantageous position should have been found for the men of the Buffs nearer to the sports arena. On all sides of the ground the hillside was covered with the gaudy turbans of the Indian soldiers blending with the uniforms of different regiments. There was a large sports programme, notwithstanding the fact that many of the events had been decided on previous days, and most of the competitions brought forth a large number of competitors. The committee managing the sports did their work well, giving every satisfaction to competitors and carrying through the large programme to time. The running events proved interesting, but Lance-Corporal Andrews, the local deerfoot, was again to the fore, and easily won most of the races for which he entered. The final tug-of-war saw H. Co. victorious after a short pull, and then two Indian teams were allowed to try their skill, and it is safe to say that it is long since such a pull was seen in the Colony. The teams were C. Co. of the H.K.S.B.R.G.A. and No. 2 Co., the former being Mahomedans and the latter Sikhs. C. Co. won after a pull of eight minutes, by which time a number of the men on each side fell to the ground exhausted, and had to be resuscitated by their comrades. Results of the various events follow:—

**100 YARD FINAL:** Lance-Corporal Andrews, 1; Private Miller, 2; Private Dunn, 3. Time 11 secs. Miller got about five yards start on the pistol, but Andrews proved equal to the occasion and succeeded in passing the tape first by a narrow margin.

**ONE SOLDIERS RACE:** Private Ruler, 1; Private Dry, 2.

**REGIMENTAL MILE:** Lance Corporal Andrews, 1; Lance Corporal Kepp, 2; Lance Corporal Rosam, 3. There were seven starters in this event, and Testro led for the greater part of the distance, but dropped out in the final sprint. Andrews won by fully 20 yards, keeping well ahead of the third man.

**CORPORALS RACE, 220 Yards:** Corporal Champion, 1; Corporal Reed, 2. Time—25 secs. Of the four starters Miles was left off the mark, and Mills fell out shortly after the start, the race ending in an easy win for Champion.

**PRIVATE'S RACE, 220 Yards:** Miller, 1; Wells, 2; Dunn, 3. Time—25 secs. This event brought forth twelve starters, but proved an easy win for Miller. Wells, however, just succeeded in matching second place from Dunn.

**SERGEANTS' RACE, 220 Yards:** Kelly, 1; Port, 2. Time—25 secs. There were but three starters in this event which was fought out by Kelly and Port, the former just winning on the post. Walsh maintained the pace until the home run, but finding it too hot, dropped out.

**BOYS' RACE:** Fred Dixon, 1; Arthur Smith, 2; Charles Smith, 3. The field was filled with starters and the lamentations of the small losers were heard for sometime after the race had been decided.

**GIRLS' RACE:** C. Phillips, 1; Ivy Hazeland, 2; J. Redman, 3.

**UNITED SERVICE MILE:** Lance Corporal Rosam, 1; Shipwright Wey King Alfred, 2; Private Beach, 3. Time—5 min. 12 secs. This event, which saw five starters, proved a comfortable thing for Rosam who overtook Wey in the home run and dashed by the tape with ample to spare.

**FINAL HURDLE RACE:** Elliot, 2; Ruler, 3. Time—20 secs. The three men in this event ran a good race, Elliot just snatching victory from Sonster, while Ruler was well up in third position.

**ELEPHANT RACE:** Taylor and Smith, 1; Marsh and Gerrard, 2.

**NATIVE RACE, Half Mile:** Halvidar Batiar, 1; Kasi, 105th L.I., 1; Gur Akbar, H.K.S.B.R.G.A., 2; Ila Khan, H.K.S.B.R.G.A., 3. Time—2 min. 20 secs. This event saw the argo field on sixteen starters, who were wedged like sardines at the starting point. As the race proceeded, however, they gradually fell out, until only three were left at the finish.

**QUARTER MILE:** Andrews, 1; Beach, 2; Rosam, 3. Time—51/5 sec. Andrews simply walked away from the others in this race, and although he ran against a strong wind and continued without a pace, he is believed to have lowered the local record.

**BUMPING MEET:** H. Co. defeated B Co.

**RELAY MATCH:** E Co. 1; H Co. 2.

**220 YARDS:** Hiller, 1; Champion, 2; Wells, 3. This race ended in an easy win for Miller.

**OBSTACLE RACE:** Marsh, 1; Wilkinson, 2; Evans, 3. This was a cross-country three mile event.

**CONSOLENATION RACE:** Testro, 1; Smith, 2.

**Tug-of-war Final:** H Co. defeated E Co.

An extra tug-of-war was then arranged for the Indian regiments, a team of Mahomedans of the H.K.S.B.R.G.A. being pitted against a team of Sikhs from the same battalion. Both teams were out to win, and it may have been the spirit of sport or caste differences which caused the men to hold firm to the rope, until compelled to drop it from sheer exhaustion. The Mahomedans succeeded in carrying off the prize after a pull of eight minutes, and the cheering of the Indian soldiers was heard long afterwards in the distance.

At the conclusion of the sports Mrs. Bayard, wife of the Colonel of the Buffs, presented the prizes at the Cricket Club Pavilion. On completion of her task the soldiers raised three cheers for the lady and another three for the officers of the regiment.

## HONGKONG FOOTBALL LEAGUE.

**NAVAL YARD V. R.C.A.**  
This match was played on the Naval ground yesterday afternoon at 5 p.m. The R.C.A. had a number of new men playing. The shopping and changing policy adopted at football, and this renovated team proved no exception to the rule, the gunners finished easy winners by two goals to one. Watts scored two goals for the gunners, and the best men on the field were the three men selected to represent the Army in the match on Saturday, viz., Beasley, Waters and Watts. Glover was best for the Yards, but the game was completely spoiled by the continual appealing for Yards' time after time without any apparent reason.

**ARMY TRIAL MATCH.**  
The army trial match on Monday did not furnish the Selection Committee with anything fresh as far as the players' form was concerned; and they have very wisely decided to adhere to their original selection. The Match on Saturday promises to be well patronised, and given suitable weather the "Gate" should be a record.

## FOOTBALL NOTES.

We are drawing near the end of our winter game, and only a few matches have to be played to complete a season which will be remarkable in the annals of football in Hongkong. The birth of the league has given a great impetus to the game which will be augmented by the establishment of a football association.

The R.A.M.C. is the first team to complete its league fixtures. It made a fine finish too, beating the Y.M.C.A. by two goals to nothing. The two points gained certainly give the medicals a more respectable position in the table. The R.C.A. got to the finish yesterday when they met the Naval Yard.

Saturday's match between the Civilians and the Military will probably be the last good game of the season. With both elements drawing on the best men available, the play should well be worth watching, and the funds of the League should benefit materially.

As was expected the R.E. got two points from the Naval Yard, and the Buffs had another easy win from the B.O.C. The latter will play their last match on Saturday when they meet the R.E.

## REFEREE.

**SHANGHAI TRADE.**  
Messrs. Elbert and Co.'s latest Report on the Piece Goods Market says:—

Again the weather has much interfered with the movement of cargo, and has retarded enquiry from many out's. In grey goods generally, there has been an easy tone and prices all round are down slightly. Hankow buyers in particular being very timid in coming forward for fresh purchases. The Newchwang steamers have not yet cleared, but are said now to be carrying 4,000 packages of Piece Goods, of which 1,200 Bales are American Sheetings. It is too early to say as yet how demand for that market is likely to open out, but natives anticipate that the recent growth of the Northern export trade is bound to find its reflection in a good demand for imports.

Clearances as a whole have been upon a satisfactory scale of late, and are more than keeping pace with imports in nearly every class, the total number of pieces of all denominations being cleared since 1st January this year, being 2,393,673, against imports of 1,253,767 pieces.

As to stocks, a comparison of the present situation with that of the past two years shows a very considerable improvement in the overbought position from which this market has so long been suffering. The figures are as follows:—

Total pos. 1908 1907  
in stock      pcs.      pcs.  
at date 7,388,305 10,425,742 14,505,922

Large auction sales are at present absorbing a considerable amount of the attention of buyers and tend to keep prices unduly low, but the low exchange has encouraged exports and this should have its due effect in stimulating an improved enquiry from the various country outlets as the spring season (which is backward this year) progresses.

## A JAPANESE ELECTRIC RAILWAY.

It is satisfactory to know says a London contemporary, that practically the whole of the plant for the new Kisan Electric Railway has been ordered in Great Britain. This company, which was floated last year with a capital of seven million yen, is building the third and longest electric railway in Japan. Its object is to link the former capital of the country, Kyoto, with Osaka, the great industrial centre which has often been called the "Manchester of Japan." The total length of the new line is thirty miles, with a double track throughout its entire length, and the generating plant has a total power of 2500 k.w. made up of three 550 k.w. turbo-generator sets. The electrical work is being done by Messrs. Dick, Kerr and Co., the turbines by Messrs. Williams and Robinson, and the boilers by Messrs. Babcock and Wilcox. The railway carriages are being constructed in Japan. A director of the company, Mr. Saburi, after placing the orders for the machinery, has recently returned to Japan leaving Mr. Baba, the Japanese electrical consulting engineer to see to the details of the order. Mr. H. S. Bickerton Brindley, of Queen Anne's Chambers, is the European consultant and inspecting engineer to this company. Though the standard gauge of the steam railways throughout Japan is 3 ft. 6 in., it is a significant fact that this line is to be built to the 4 ft. 8½ in. gauge, but in spite of this fact it is contemplated that the full capacity of the new railway will be required at the outset, although there is an ordinary railway between these two centres. The population of Osaka is nearly two millions, and that of Kyoto nearly half a million.

How TO USE BEAUTIFIERS.—Keep your complexion, Mrs. Elbert's "Eugene Charmant," Lait Charmant and Special Skin Tonic and Pouder Charmant will enable you to do it. Her Specialities for the Skin are the study of a lifetime. At S. Watson & Co. Ltd. Sole Agents.

## HONGKONG VOLUNTEER RESERVE ASSOCIATION.

The annual meeting of the Hongkong Volunteer Reserve Association was held yesterday at the City Hall—Sir Henry Berkeley, K.C., presiding over a moderate attendance.

The CHAIRMAN said this was the fourth occasion on which the Volunteer Reserve Association had met to hear the report of the proceedings for the previous twelve months. He regretted to say that the report on this occasion showed a slight falling off in the enrolled membership. There were at the end of December 1907 on the strength 230 and on the strength last year there were 193, of whom 185 were present in the colony. The falling off had been due to members leaving the colony and to deaths.

Practically the strength was the same as last year, and he supposed that the lack of accretion was due to the fact that the field was pretty well exploited and that most of the men qualified in the somewhat restricted areas had already joined. They knew that only those who had attained the age of 35 were allowed to join the association unless they had served in the regulars or auxiliary forces for a period of ten years. It had been suggested that the age limit should be reduced to 30, but the reason assigned by those with whom the last would lay was that it would restrict the area of recruiting for the Volunteers. The last thing that any member of the Association would wish to do was to act in a way detrimental to the volunteer force. They were, he proposed, part of the volunteer force of this country. They were men most of whom had passed through service of some kind and they had the welfare of the voluntary defensive forces of the Colony at heart. He regretted the deficiency, whatever its cause. If it was due to lack of enthusiasm he trusted that would not be the case during the coming twelve months, and if anything could be done to waken and maintain the enthusiasm they might trust the governing body of the association to do everything possible. The falling off in the numbers was to be regretted, also in his opinion was the falling off in the attendance at the ranges. He could not see any reason why that should be the case. The targets were there. They had two ranges and they had everything which could induce men to make themselves efficient with the rifle. It might possibly be that some thought they were efficient and did not need to attend but he would remind them that as in every sport the men who did not have constant practice became slack. Members did not join the association because of any gain but because they felt there was a call of duty, they felt that the marksmanship of the country should when the occasion arose be able to take a part in the defence of their father's abode.

Proceeding, Sir Henry said the Association had the assistance of the Defence Committee of the Colony. As they were aware, there was a scheme not made public for the defence of the Colony in case of need, and in that scheme the authorities hoped that the members of the Reserve Association should be able to play an effective part. It was impossible for the members of the association to play that effective part unless they had a training which would enable them to co-operate effectively in case of need. The war-like spirit, which was always alive, was with us to-day, but there was a feeling born of long years of security and peace that that spirit would never be called upon to materialise. But, with all respect, he considered that the reasoning of fools. In an Empire such ours it was impossible to say when the call might materialise. He would make an earnest appeal to the members of the Association, who were physically capable, to attend at the ranges once or twice a month, or, at all events, as often as they could so as to justify the existence of the association. The Defence Committee of the Colony, with a view to making the association effective in defence had made one or two suggestions with respect to its members. One of those suggestions was that the members should be supplied with uniform, not necessarily to wear, but to have in readiness should the occasion arise. The committee thought that suggestion a prudent one and one which should be adopted. They were all well aware that a man who was taken with arms in his possession by the enemy and not being in uniform was liable to be treated as a bandit.

In the case of poisoned wine through arsenic, the matter is entirely different. Unless the growers use the solution as recommended by scientists they must expect wholesale destruction of their vines.

To make the solution weak so as to lessen the danger to consumers whether paid or voluntary were entitled to fight for their country. God forbid that, the time should come when members of that association should be called upon to put on uniform but they should be prepared in case of necessity.

The committee had approved of the suggestion and had informed the authorities that if the uniforms were provided by the Government and kept in store they would be used by them on whatever occasion might be proper. Another suggestion had been made, namely, that rifles should be provided and that also has been agreed to (applause). They had asked that the option

might be with the members of the association for them to have the rifles themselves or to have them kept for them at the Volunteer Headquarters to be served out as occasion demanded.

There was one other matter suggested by the Defence Committee which he strongly recommended for adoption and that was that those members of the association who had not been trained to drill either through having been members of the regular forces or having been in one of the auxiliary forces of the Empire should undergo sufficient training to enable them if called out to cooperate with the defence forces.

It was suggested that those who were not now able to do so should learn such things as to advance, retire, form fours, etc., and it had been said that the time occupied in bringing

out and into such simple drill would not be so great as to many hours in the aggregate. Circulars had been sent out to members of the association on the subject and he was happy to say that up to the present they had not received a response which was quite favourable (applause). Last year he had announced that they would receive a grant from the Government to enable them to pay the secretary. At that time considerable difficulty was experienced in finding a gentleman who would be able to spare the time to perform the duties. He had approached the Government and the Government had expressed willingness to make a grant on certain reasonable conditions. Those conditions were that the numbers of the association should be maintained and that the attendance at the ranges should not fall off. He regretted to have to report that those conditions had not been fulfilled and therefore the committee had not felt themselves justified in approaching the Government for a further grant. The grant was given to them under certain specified and reasonable terms and the committee thought that they should not again approach the Government until they could say that those conditions had been carried out. It would therefore be necessary for them to proceed to the election of an honorary secretary and he was glad to be able to inform them that Dr. Evan Jones had come forward and was prepared to do the work if he would be elected by them (applause).

This concluded the business.

## PARIS LETTER.

[WRITTEN FOR THE "HONGKONG DAILY PRESS".]

February 26, 1909,

## ARSENIC IN WINE.

If the French wine-industry was not already sufficiently crippled, another unforeseen danger has arisen in the form of *wine arsenique*.

The presence of arsenic in wine as denounced by M. Mouren, one of the chief professors at the College of Pharmacy, in this city, has not a little startled everybody, the members of the Academy of Medicine included. There is nothing new in the revelation—beyond the fact that it was not made public before.

M. Mouren further calls attention to the fact that those who apply the wash to the vines run greater risks than do consumers of wine; all those whose work consists in the preparation of a chemical solution wherein arsenic largely enters incur the same grave dangers. Though a law exists for the protection of practically all other artisans, vinegrowers have been overlooked. This should not be so, considering how dangerous, not to say fatal, their work is at times.

M. Mouren is not in favour of so much publicity being devoted to so insignificant a subject as arsenic in wine. "The first time a when Louis Philippe was King of France," the trial of Mme. Lafitte at that epoch—another case of arsenic wine—created such a sensation that in order to restore calm in the country, the Government in 1846, prohibited the use of arsenic in agriculture. Twenty years later, the phylloxera appeared, and laid French vines in ruin. No such thing had ever happened before, but a question of self-contamination.

A arsenic preparations are applied by the growers to the vine to preserve the latter from phylloxera, this antiseptic finds its way to the grapes and so is the wine poisoned! For the last ten years and more, growers have found it necessary to ward off insects in this way—as the evil, it will be seen, is not of recent date. It is difficult to see how the grapes from which the wine is made can be freed from the arsenical effects.

True, there is grave danger but it is a slow way, comparatively speaking, of poisoning wine. For the purpose of conviction, various samples of wine made from grapes arsenically washed or sprayed over were submitted to analysis. The result was, as anticipated, that such wine was "poisoned by arsenic."

The quantity of arsenic found in the wines were, however, so small and insignificant that life was not endangered. The fact not the less remained that poison existed, and that the people who consumed the wine, also drank down the strong mineral poison—arsenic. The latter is frequently administered by doctors, who, happily, know how much to prescribe without causing harm or killing patients.

In the case of poisoned wine through arsenic, the matter is entirely different. Unless the growers use the solution as recommended by scientists they must expect wholesale destruction of their vines.

To render the operation useless, as the insects or germs will outlive the operation and continue their work of destruction. There is nothing to be done in this direction. Science must set its wits to work to prevent contamination. That difficult problem once solved, all danger is over.

Professor Armand Gautier reminds all those unaware of the fact, that arsenic is to be found in all our foods in more or less large quantities, in bread, in ham, in kitchen salt. If wine, under such circumstances, is a poison, the same remark applies to edible snails which are to be found in vineyards and which feed upon wine leaves. The death of some people has lately been attributed to poisoned wine and poisoned snails; however, the doctors do not attach any serious importance to these romances considering how insignificant the quantity of arsenic is either in wine or snails as revealed by analyses.

To discard, as advocated by many, the practice of safeguarding the wines by means of arsenic solutions, cannot be entertained; nor would the Minister of Agriculture think of doing so, until something else equally as effective is submitted to him. As there is no immediate danger of death to consumers of wine, there is no reason for discontinuing the satisfactory process which

## KEPT PRISONER BY AWFUL HUMOUR.

Hands, Arms and Ear in Serious Condition with Eczema—Cared for by Doctors, Dispensary and Nurse but Got Only Temporary Relief—Could Scratch Herself to Pieces.

## SOON COMPLETELY CURED BY CUTICURA REMEDIES.

"I feel it my duty to let you know about my being cured of eczema. A year ago last April I chilled my blood and it caused my hands and arms to break out. I

## NOTICE:

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS CODES: A.B.C.

5th Ed. Lieber's.

P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS

## NOTICE:

THE SALE of IRISH LINENS, LACE CURTAINS, TOWELS, &c., will be continued to-day (THURSDAY), the 1st April, 1909, at 11 a.m., when a few Extra Lots will also be put up.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 1st April, 1909. [550]

## WANTED.

A QUALIFIED ACCOUNTANT for an Old Established Firm in Hongkong. Must be willing to assist in Office Work generally and furnish a guarantee.

Apply by letter to — MANAGER.

Hongkong Daily Press.

Hongkong, 1st April, 1909. [551]

## FOOTBALL MATCH.

IN AID OF FOOTBALL LEAGUE FUNDS. CIVILIANS V. MILITARY.

APRIL 4TH, 1909.

HONGKONG CLUB GROUND

4 P.M.

Covered Stands ... \$1.00

Open Stands ... 50

ALEX P. STOREE,

Hon. Secretary.

Hongkong, 1st April, 1909. [552]

## TO LET.

ROOMS suitable for Offices in No. 10, Ice House Street, in rear of David Sassoon & Co.'s premises.

Chambers with Bathroom and use of Kitchen in No. 31, Wyndham Street known as "College Chambers."

Apply to —

DAVID SASSOON & Co., Ltd.

Hongkong, 1st April, 1909. [553]

## NOTICE TO SHAREHOLDERS.

THE SIXTH ORDINARY YEARLY MEETING of SHAREHOLDERS of the above Company will be held at the Company's Office, St. George's Building, 6, Connaught Road, Victoria, on SATURDAY, the 3rd April, 1909, at NOON, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1908, and electing a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY the 31st March to SATURDAY, the 3rd April, both days inclusive.

J. WHEELER,

General Manager.

Hongkong, 18th March, 1909. [483]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTY-SIXTH ORDINARY MEETING of the Society will be held at its Head Office No. 2, Queen's Buildings, Hongkong, on WEDNESDAY, the 21st April, 1909, at NOON, for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1908, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Society will be CLOSED from 11th April, to the 21st April, both days inclusive.

By Order of the Board.

C. MONTAGUE EDE,

Secretary.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Society will be held at its Head Office, No. 2, Queen's Buildings, Victoria, Hongkong, on WEDNESDAY, the 21st April, 1909, at 12.15 P.M., for the purpose of considering and, if thought fit, passing the following Special Resolution:—

"That the Memorandum and Articles of Association of the Society be respectively extended, altered and amended so as to read as shown in the print signed for the purpose of identification by the Chairman of this Meeting and that such extended, altered and amended Memorandum and Articles of Association be henceforth adopted as the Memorandum and Articles of Association of the Society to the exclusion of those heretofore prevailing."

Should the above Special Resolution be duly passed, it will be subsequently submitted for confirmation to a further Extraordinary General Meeting, of which Notice will be hereafter given.

By Order of the Board of Directors.

C. MONTAGUE EDE,

Secretary.

Hongkong, 31st March, 1909. [544]

THE CHINA TRADERS' INSURANCE COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FORTY-THIRD ORDINARY MEETING of SHAREHOLDERS in the above Company will be held at the Head Office, No. 2, Queen's Buildings, Victoria, Hongkong, on WEDNESDAY, the 21st April, 1909, at 12.30 P.M., for the purpose of receiving the Report of the Directors, together with Statements of Account to the 31st December, 1908, and of declaring Dividends.

The TRANSFER BOOKS of the Company will be CLOSED from the 7th April, to the 21st April, both days inclusive.

By Order of the Board.

C. MONTAGUE EDE,

Secretary.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Company will be held at its Head Office, No. 2, Queen's Buildings, Victoria, Hongkong, on WEDNESDAY, the 21st April, 1909, at 12.45 P.M., for the purpose of considering and, if thought fit, passing the following Special Resolution:—

"That the Memorandum and Articles of Association of the Company be respectively

extended, altered and amended so as to read as shown in the print signed for the purpose of identification by the Chairman of this Meeting and that such extended, altered and amended Memorandum and Articles of Association be henceforth adopted as the Memorandum and Articles of Association of the Company to the exclusion of those heretofore prevailing."

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By Order of the Board of Directors.

C. MONTAGUE EDE,

Secretary.

Hongkong, 31st March, 1909. [545]

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The TRANSFER BOOKS of the Company will be CLOSED from the 7th April, to the 21st April, both days inclusive.

By Order of the Board.

C. MONTAGUE EDE,

Secretary.

Hongkong, 27th March, 1909. [526]

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C. MONTAGUE EDE,

Secretary.

Hongkong, 27th March, 1909. [526]

THE CHINA TRADERS' INSURANCE COMPANY, LTD.

## NOTICES TO CONSIGNEES

FROM EUROPE

THE H.A.L. Steamship

"BRISGAVIA"

Captain Schwinghamer, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-DAY.

Any Cargo impeding her discharge will be landed at consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st April, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st March, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 25th March, 1909. [523]

NORDDEUTSCHER LLOYD, BREMEN  
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"GOEBEN."

Avg arrived, Consignees of Cargo are hereby informed that their Goods with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st April, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 1st April, at 9:30 A.M.

All Claims must reach us before the 4th April, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,  
MELCHERS & CO.,  
General Agents.

Hongkong, 26th March, 1909. [5]

S.S. "ERNEST SIMONS,"  
COMPAGNIE DES MESSAGERIES  
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Matapan" from Havre ex s.s. "V de Lorient" in connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd, at Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 11 A.M. To-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 5th April, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before 5th April, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 5th April, at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPORIN,  
Agent.

Hongkong, 29th March, 1909. [52]

FROM EUROPE.

THE H.A.L. Steamship

"BELGRAVIA"

Capt. Hildebrandt, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-DAY.

Any Cargo impeding her discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd, at Kowloon, whence delivery may be obtained.

Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th April, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th April, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 30th March, 1909. [542]

AMERICAN ASIATIC STEAMSHIP CO.

NOTICE TO CONSIGNEES.

From NEW YORK.

THE Steamship

"INDRANT."

Capt. Macfarlane, having arrived from the aboPort, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on MONDAY, the 5th April, at 3 P.M.

All claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th April, will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOME & CO.,  
General Agents.

Hongkong, 30th March, 1909. [543]

**VAN**  
**HOOTEN'S**  
**COCOA**

Children never tire of its  
exquisite natural flavour and  
it is as healthful as it is  
delicious.



**BEST &**  
**GOES FARTHEST.**

**MARTIN'S**  
**APIOL & STEEL**  
**PILLS**

A Special Remedy for all Female Complaints. Thousands of Ladies keep a box of Martin's Pills in the house, so that on the first sign of any Irritability of the System a remedy does not fail to be at hand. Price 1/- per Box. Post free 2/- per Box. At all Chemists and Druggists, or post free 2/- per Box. MARTIN, CHEMIST, SOUTHAMPTON, ENGLAND.

**SUTTON'S SEEDS**

Special Selections for South China.

**CHINA EXPRESS CO.**

3, Duddell Street, Hongkong.

Shipping and Insurance Agents.

Hongkong, 22nd January, 1909. [50]

**ICE**

WE HAVE MET THE CUT and are now Selling Ice from our Depot, Nos. 55 & 57, Des Vœux Road Central, for HALF A CENT PER POUND.

We have the ONLY FACTORY IN HONGKONG Manufacturing Ice from DISTILLED WATER and therefore we GUARANTEE ITS PURITY.

**ORIENTAL BREWERY LTD.**

Hongkong, 16th March, 1909. [474]

**A LING & CO..**  
19, QUEEN'S ROAD CENTRAL

**FURNITURE AND PHOTO GOODS STORE.**

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [1448]

**THE MOST UP-TO-DATE**

**"PHOTO. GOODS"**

JUST ARRIVED.

**DEVELOPING AND PRINTING  
UNDERTAKEN.**

**A TACK & CO..**

26, Des Vœux Road, Central.

Hongkong, 27th March, 1909. [537]

**RAILWAY CONSTRUCTION IN  
CROWN COLONIES.**

**SIR FRANK SWEETENHAM AND  
THE CROWN AGENTS.**

We have received a copy of the Report of the Committee of Enquiry into the organisation of the Crown Agents Office, and also a copy of the minutes of evidence.

The following extract from the evidence given by Sir F. A. Sweetenham, K.C.M.G., has an interest for readers in Hongkong which justifies its reproduction.

877A. With regard to the system of carrying out works in the colonies under the advice and control of consulting engineers, you wish to give some evidence?—I think that is quite wrong.

878. You think that is wrong altogether?—Absolutely wrong.

879. The system of carrying out the works?—Yes.

880. Would you tell us why?—I think that is wrong in the case where the colony has got qualified officers to deal with the work. I think it stands to reason that it must be wrong.

881. The system that is employed by the Crown Agents and the consulting engineers become responsible for the work nominally. They undertake the work; they appoint an engineer to do it; they make a contract with him and the Government of the Colony has no voice in the matter whatever, except to pay all the bills.

882. Describe us just what would happen in particular case. Where does the consulting engineer come in and who appoints him? Let us say that you want to make a bridge or railway in the Straits Settlements?

Suppose you want to make a railway in the Straits Settlements, I will describe a case which actually occurred. In Singapore they wished to make a railway across the island; it was approved by the Secretary of State, and the consulting engineers were immediately, in the position of having to advise on the railway.—

883. Which consulting engineers? How did they come in?—The consulting engineers of the Crown Agents. They then proceeded to appoint an engineer to carry out the construction. The Colony was not asked anything about that; they appointed anybody they chose, sent them out to the Colony, and they proceeded to construct the railway. They did construct it almost, but at last the Colony could not bear it any longer, and there was such a fuss made that the engineer went away leaving it unfinished, and it was finished by the engineers of the Malay States Railways. The whole of that was done through the consulting engineers, their man in Singapore reporting directly to them everything that he was doing, and the Government of the Colony had no real control whatever of any kind. All that the Colony could do was to pay the bill, and we always had to pay whatever was demanded, although the original estimates were enormously exceeded. They were exceeded time after time, and every time you had to go to the Council and say: "We have nothing whatever to do with this work; it is entirely outside the control of anybody in the Colony, but the gentleman who was appointed by the consulting engineers in England says that he wants some more money, and you have got to vote it."

884. And they were told?—They were told, from here that they had to.

885. (Mr. Harris.) They did not go to the Colonial Office on the matter?—The Colonial Office almost invariably supports the Crown Agents.

886. (Sir Francis Mowatt.) Will you just complete the story? You say that the engineer went away, and some other engineer then proceeded to superintend? Who appointed the second engineer?—One or two of the works built by this first man collapsed; a bridge tumbled down and I think an embankment gave way, and everybody in the Colony became a critic of the railway, so that at last the man got so tired of it all that, mainly through the representations of the Government, when it was nearly completed, he went away. The Malay States having already for twenty years been constructing their own railways without any assistance whatever from the Crown Agents, sent a man down and completed it.

887. (Sir Francis Mowatt.) But how was it that the Crown Agents came in the first time in the case of this railway and did not come in the case of the other railways built during the preceding twenty years?—Because the Malay States is not a British Colony, and never has been, and therefore they have done more what they like.

888. (Sir Francis Mowatt.) Will it be necessary for Singapore to go to the Crown Agents in the first instance, how did they manage to evade the Crown Agents when they found the bridges tumbling down and the Federated Malay States to do it for them?—I think at last this end, the Colonial Office, the Crown Agents and the consulting engineers got rather tired of the constant complaints that were made, and the man himself at last got so sick of it that he said he would like to go away, and that was the actual result.

889. (Mr. Harris.) Are you certain that in your absence somebody did not ask for him?—Absolutely positive.

890. It seems to me an extraordinary thing to happen.—I am positive about it.

891. I did not know that the Colonial Office had a double life?—I am absolutely positive and there is no question about it, because I said something about thinking it was strange that we should be asked to pay for this gentleman whom we had never asked for at all, as we could have supplied all the information which it took him a long time to acquire, and, of course, he had to come to us for it.

910. (Chairman.) I quite see your point?—As we are talking about that, I might mention that, when the Malay States had been constructing railways on this plan for at least twelve years, all of a sudden, without asking us anything at all, an engineer was sent out from England to go and inspect all the lines and make a report to the consulting engineers for the benefit of the Crown Agents. We never asked for him; we could have supplied the whole of the information that it took him a long time to acquire, but to our great surprise at the end we were told to pay the bill.

911. (Mr. Harris.) Are you certain that in your absence somebody did not ask for him?—Absolutely positive.

912. It seems to me an extraordinary thing to happen.—I am positive about it.

913. I did not know that the Colonial Office had a double life?—I am absolutely positive and there is no question about it, because I said something about thinking it was strange that we should be asked to pay for this gentleman whom we had never asked for at all, as we could have supplied all the information which it took him a long time to acquire, and, of course, he had to come to us for it.

914. Do you remember who was Under-Secretary then?—No, I could not tell you.

915. (Chairman.) Had the Crown Agents anything to do with it?—Yes.

916. They sent him out?—I do not know whether it was the Crown Agents or the consulting engineers who sent him out, but what they wrote was that the Crown Agents had suddenly asked the consulting engineers for a Report on the Malay States Railways, and in order to obtain that the consulting engineers appointed this man and sent him out. He only stayed in the place about six weeks; of course, he had to go to everybody for all the information he got, and then he wrote a Report, and we were told to pay for it. That is all that happened.

917. It has not happened again so far as you know—No, we said something about it at the time.

918. (Chairman.) I am told that the Secretary of State for the time being took the view that in Singapore the local officials had not got experience of building railways?—I think that is true.

919. And that therefore they could not be allowed to be responsible for building them?—I think that is the case; I think there was not in the service of the Government in Singapore at that moment anybody capable of doing it, but surely it was just as easy for the consulting engineers.

The difference is that the man having been appointed by the consulting engineers in this case had never previously been in the Colony or the East at all, and he knew nothing about the price of local labour, local materials, or anything

to do with it. Consequently he was constantly making mistakes for which the Colony had to pay, because there is really no responsibility, and what seems so entirely wrong is that the consulting engineers are not only your advisers but they are really the constructors of the railway. They are advising on their own work all the time. That is what seems so wrong. They are responsible yet they are not only technical advisers. That is a position that cannot be right.

894. (Mr. Harris.) Are you sure that they were constructors?—Yes.

895. I remember a good many cases of construction of railways, but my recollection is that always there has been a constructing firm apart from the consulting engineers.—That is a

## SHIPPING.

## ARRIVALS.

AMIGO, German str., 822, Fransdon, 31st March—Haiphong and Hoihow 29th March.  
General—Jensen & Co.  
ANGLI, British str., 1,350, J. Meathred, 31st March—Shanghai 29th March, General—Butterfield & Swire.  
BUJUN MARU, Japanese str., 1,802, J. Funoma, 31st March—Swatow 30th March, General—Osaka Shosen Kaisha.  
CARL DIEDERICHSEN, German str., 774, J. Kayser, 31st March—Haiphong and Hoihow 30th March, General—J. Kayser & Co.  
CHOYNGANG, British str., 31st March—Canton.  
DAIJIN MARU, Japanese str., 899, F. Kikugawa, 31st March—Swatow 30th March, General—Osaka Shosen Kaisha.  
DEVANIA, British str., 4,000, Wm. Hayward, R.N.R., 31st March—Bombay 17th March, Mails and General—P. & O. S. N. Co.  
GLOBA, American str., 1,254, Rejus, 30th March—Manila 27th March, Iron—Barker & Co.  
HAIKAN, British str., 1,183, J. S. Roach, 31st March—Swatow 30th March, General—Dough, Lapraik & Co.  
HELENE, German str., 771, J. Jossen, 31st March—Swatow 30th March, General—J. Jossen & Co.  
LINAN, British str., 31st March—Canton.  
TINGMAN, British str., 31st March—Canton.  
TJIMAH, Dutch str., 6,518, J. N. Bouman, 31st March—Amoy 29th March, General—Java-China-Japan Lijn.  
YATSHING, British str., 1,424, M. Courtney, 30th March—Wuhu and Chinkiang 26th March, General—Jardine, Matheson & Co.

CLEARANCES  
AT THE HARBOUR MASTER'S OFFICE.  
31st March.

Aukai, British str., for Canton.  
Ariaki Maru, Japanese str., for Kuchinotzu.  
Balparia, German str., for Shanghai.  
Chrysanth, British str., for Shanghai.  
Clarendon, British str., for Amoy.  
Hainan, British str., for Swatow.  
Indra, British str., for Shanghai.  
Meade, Maru, Jap. str., for Kuchinotzu.  
Spectre, German str., for Hamburg.  
Tringang, British str., for Shanghai.  
Yalshing, British str., for Canton.

## DEPARTURES.

31st March.  
CEYLON MARU, Jap. str., for Singapore.  
CHONGMING, British str., for Canton.  
EMPIRE, British str., for Sydney.  
GYMERIC, British str., for Europe.  
INAHA MARU, Jap. str., for London.  
KWANGTSE, Chinese str., for Shanghai.  
MAUSANG, British str., for Woosung.  
PALEMBANG, Dutch str., for Woosung.  
RIGEL, American str., for Manila.  
TAMING, British str., for Swatow.  
VENUS, American str., for Manila.

## SHIPPING REPORTS.

The British str. *Yatshing* reports: Moderate N.E. winds and fine weather.

## VESSELS IN DOCK.

March 31st.  
ABEEDEN DOCK.—  
KOWLOON DOCK.—  
Empress of Japan, H.M.S. Merlin.  
COSMOPOLITAN DOCK.

## VESSELS ON THE BERTH

## THE AMERICAN AND ORIENTAL LINE.

For NEW YORK.  
(With Liberty to call at the Malabar Coast.)

## THE Steamship

"NORMAN PRINCE," will be despatched for the above Ports on WEDNESDAY, the 7th April, 1909.

For Freight and Passage, apply to ARNHOLD, KARBERG & CO., Agents.

Hongkong, 15th March, 1909. [471]

FOR MARSEILLES, LONDON AND ANTWERP.

Taking cargo on through Bills of Lading to all Ports in the United Kingdom and the Continent.

## THE Steamship

"GLAMORGANSHIRE," will be despatched as above on or about the 10th April.

For Freight, &c., apply to JARDINE, MATHESON & CO., Agents.

Hongkong, 4th March, 1909. [418]

REGULAR STEAMSHIP SERVICE (WITH LIBERTY TO CALL AT MALABA COAST).

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., SEATTLE & TACOMA  
VIA  
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
KUMERIC	6,232	F. S. Cowley	On 8th April.
INVERIE	4,789	R. J. Howie	On 6th May.
SUVERIC	6,232	W. Shotton	On 3rd June.

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to DODWELL & CO., LIMITED,

GENERAL AGENTS,  
QUEEN'S BUILDINGS, 8

Hongkong, 18th March, 1909.

NORDDEUTSCHER LLOYD. BREMEN  
IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
KUDAT & SANDAKAN	"BORNEO" Capt. F. SEMBIL	Saturday, 3rd April, at 9 A.M.
YOKOHAMA & KOBE	"PRINZ SIGISMUND" Capt. D. LENZ	About Saturday, 3rd April
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"PRINZ LUDWIG" Capt. F. V. BINGER	Wednesday, 7th April, at Noon
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"BUELOW" Capt. H. FORMES	About Wednesday, 7th April
MANILA, Y.A.P., NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. LENZ	Friday, 23rd April, at 10 A.M.

For further particulars, apply to

NORDDEUTSCHER LLOYD,  
MELCHERS & CO.,  
GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 31st March, 1909.

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "h," nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & B.I.O.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c., VIA USUAL PORTS OF CALL.	DELHI	Brit. str.	—	J. D. Andrews, E.N.R.	P. & O. S. N. Co.	On 3rd inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE &c.	SUMATRA	Brit. str.	k.w.	E. W. Bruce	P. & O. S. N. Co.	About 12th inst.
LIBERIA	LIBERIA	Ger. str.	k.w.	Knaile	HAMBURG-AMERIKA LINIE	About Middle of May.
NICOMEDIA	MULIER	Ger. str.	k.w.	Mülle	HAMBURG-AMERIKA LINIE	On 28th inst.
JILYRIA	KOTTO	Ger. str.	k.w.	Deinat	HAMBURG-AMERIKA LINIE	On 5th inst.
AMBRIA	DEINAT	Ger. str.	k.w.	v. Hoff	HAMBURG-AMERIKA LINIE	On 29th inst.
SILESIA	JARDINE, MATHESON & CO., LTD.	Brit. str.	—	JARDINE, MATHESON & CO., LTD.	MESSAGERIES MARITIMES	On 19th May.
GLAMORGANSHIRE	BRUNO	Fr. str.	—	Wm. Wade	NIPPON YUSEN KAISHA	About 10th inst.
CALEDONIAN	WILHELM	Fr. str.	—	—	MELCHERS & CO.	On 13th inst., at 1 P.M.
HAVRE, BREMEN & HAMBURG &c.	HAVRE	Dan. str.	—	N. Obno	NIPPON YUSEN KAISHA	About 14th inst.
HAVRE, BREMEN & HAMBURG &c.	SCHEIDHAMMER	Ger. str.	k.w.	Schwinghammer	HAMBURG-AMERIKA LINIE	On 28th inst., at D'light
MARSEILLES, LONDON & ANTWERP	W. THOMPSON	Jap. str.	—	W. Thompson	NIPPON YUSEN KAISHA	On 3rd May.
MARSEILLES, &c., VIA PORTS OF CALL	F. V. BINTER	Jap. str.	—	F. v. Binter	TOYO KISEN KAISHA	About 7th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	COBOL	Cobol	—	—	MELCHERS & CO.	On 7th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	ARNFIELD	Brit. str.	—	ARNFIELD, KAESBERG & CO.	SHEWAN, TOME'S CO.	On 27th inst.
MONTAGUE	SHEWAN	Brit. str.	—	—	DODWELL & CO., LTD.	On 26th inst.
PEINZ SIGISMUND	SHEWAN	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 11th inst., at 6 A.M.
YAWATA MARU	SHEWAN	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 11th May, at Noon.
YAWATA MARU	SHEWAN	Brit. str.	—	—	DODWELL & CO., LTD.	On 8th inst.
YOKOHAMA & KOBE	SHEWAN	Brit. str.	—	—	—	On 13th inst., at Noon.
YOKOHAMA & KOBE	SHEWAN	Brit. str.	—	—	—	On 27th inst., at Noon.
YOKOHAMA & KOBE	SHEWAN	Brit. str.	—	—	—	On 16th inst., at Noon.
YOKOHAMA & KOBE	SHEWAN	Brit. str.	—	—	—	On 8th inst., at 4 P.M.
YOKOHAMA & KOBE	SHEWAN	Brit. str.	—	—	—	On 23rd inst., at 10 A.M.
YOKOHAMA & KOBE	SHEWAN	Brit. str.	—	—	—	On 14th May, at Noon.
YOKOHAMA & KOBE	SHEWAN	Brit. str.	—	—	—	On 3rd inst., at D'light
YOKOHAMA & KOBE	SHEWAN	Brit. str.	—	—	—	About 3rd inst.
YOKOHAMA & KOBE	SHEWAN	Brit. str.	—	—	—	On 14th inst., at Noon.
YOKOHAMA & KOBE	SHEWAN	Brit. str.	—	—	—	On 4th inst., at D'light
YOKOHAMA & KOBE	SHEWAN	Brit. str.	—	—	—	On 6th inst., at Noon.
YOKOHAMA & KOBE	SHEWAN	Brit. str.	—	—	—	On 7th inst., at 4 P.M.
YOKOHAMA & KOBE	SHEWAN	Brit. str.	—	—	—	On 8th inst., at 4 P.M.
YOKOHAMA & KOBE	SHEWAN	Brit. str.	—	—	—	On 11th inst., at D'light
YOKOHAMA & KOBE	SHEWAN	Brit. str.	—	—	—	On 12th inst., at 4 P.M.
YOKOHAMA & KOBE	SHEWAN	Brit. str.	—	—	—	On 15th inst., P.M.
YOKOHAMA & KOBE	SHEWAN	Brit. str.	—	—	—	Middle of April.
YOKOHAMA & KOBE	SHEWAN	Brit. str.	—	—	—	On 20th inst., at 4 P.M.
YOKOHAMA & KOBE	SHEWAN	Brit. str.	—	—	—	On 27th inst., Quick despatch.
YOKOHAMA & KOBE	SHEWAN	Brit. str.	—	—	—	On 4th inst., at 10 A.M.
YOKOHAMA & KOBE	SHEWAN	Brit. str.	—	—	—	To-day, at 2 P.M.
YOKOHAMA & KOBE	SHEWAN	Brit. str.	—	—	—	To-morrow, at Noon.
YOKOHAMA & KOBE	SHEWAN	Brit. str.	—	—	—	On 6th inst., at Noon.
YOKOHAMA & KOBE	SHEWAN	Brit. str.	—	—	—	To-morrow, at 4 P.M.
YOKOHAMA & KOBE	SHEWAN	Brit. str.	—	—	—	On 13th inst., at 3 P.M.
YOKOHAMA & KOBE	SHEWAN	Brit. str.	—	—	—	To-day, at 4 P.M.
YOKOHAMA & KOBE	SHEWAN	Brit. str.	—	—	—	On 12th inst., at 4 P.M.
YOKOHAMA & KOBE	SHEWAN	Brit. str.	—	—	—	On 13th inst., at 9 A.M.
YOKOHAMA & KOBE	SHEWAN	Brit. str.	—	—	—	To-day, at Noon.
YOKOHAMA & KOBE	SHEWAN	Brit. str.	—	—	—	On 3rd inst., at Noon.
YOKOHAMA & KOBE	SHEWAN	Brit. str.	—	—	—	Quick despatch.
YOKOHAMA & KOBE	SHEWAN	Brit. str.	—	—	—	—
YOKOHAMA & KOBE	SHEWAN</					

**PENINSULAR & ORIENTAL  
STEAM NAVIGATION COMPANY.**

STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	DELHI	Noon, 3rd { See Special of Call April } Advertisement
Capt. J. D. Andrews, R.N.R.		
SHANGHAI, MOJI, KOBE, PERA	AMOY	About 9th April } Freight and and YOKOHAMA { Capt. W. W. Cooke, R.N.R. } Passage.
LONDON and ANTWERP	SUMATRA	About 12th April } Freight and VIA SINGAPORE, PEN. COLOMBO PORT { Capt. E. W. Bruce } Passage.
SAD and MARSEILLES		

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 30th March, 1909.

**CHINA NAVIGATION CO., LTD.  
SAILINGS SUBJECT TO ALTERATION.**

FOR	STEAMERS	TO SAIL
SHANGHAI	"SUNGKUANG"	On 1st April, 4 P.M.
SHANGHAI	"LINAN"	On 1st April, 4 P.M.
MANILA	"ANHUI"	On 4th April, D'light
MANILA, ZAMBOANGA	"TEAN"	On 6th April, 3 P.M.
THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"CHANGSHA"	On 8th April, 4 P.M.
SHANGHAI	"CHINHUA"	On 8th April, 4 P.M.
WEIHAIWEI and TIENTSIN	"HUICHOW"	On 10th April, 4 P.M.
SHANGHAI	"CHENAN"	On 11th April, D'light
CEBU and ILOILO	"KAIFONG"	On 12th April, 4 P.M.
MANILA	"TAMING"	On 13th April, 3 P.M.
DIRECT SAILINGS TO WEST RIVER	"LINTAN" and S.S. "SANUL"	Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried: REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI" "CHENAN" "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai at the French Bund.

FARE INCLUDING WINES \$40 SINGLE and \$70 RETURN.

TELEPHONE 36.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 1st April, 1909.

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INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
SHANGHAI VIA SWATOW	"CHOYSANG"	Thursday, 1st April, Noon.
MANILA	"LONGSONG"	Friday, 2nd April, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Saturday, 3rd April, 4 P.M.
TIENTSIN VIA CHEFOO	"CHEONGSHING"	Sunday, 4th April, D'light
MANILA	"YUENSANG"	Friday, 9th April, 4 P.M.
SH'HAL, YOKOHAMA, KOBE & MOJI	"NAMSANG"	Tuesday, 20th April, 4 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

+ Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang

Telephone No. 61.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.,

GENERAL MANAGERS.

Hongkong, 31st March, 1909.

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DOUGLAS STEAMSHIP CO., LIMITED.

**HONGKONG-SOUTH CHINA COAST PORTS.**

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS FOR LEAVING.

"HAIMUN"	SWATOW	THURSDAY, 1st April,
Capt. Evans		at 2 P.M.
"HAITAN"	SWATOW, AMOY &	FRIDAY, 2nd April,
Capt. J. S. Roach	FOOCHOW	at NOON.
"HAIYANG"	SWATOW, AMOY &	TUESDAY, 6th April,
Capt. A. E. Hodgins	FOOCHOW	at NOON.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & CO., GENERAL MANAGERS.

Hongkong, 31st March, 1909.

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**OSAKA SHOSEN KAISHA.**

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG-SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

THE CO.'S S. LEAVING

\* TAMSUI VIA SWATOW, {"DALJIN MARU"} SUNDAY, 4th April,

Capt. Y. KABURAKI at 10 A.M.

These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships. Univalved Table.

+ Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings.

Hongkong, 30th March, 1909.

T. ARIMA, Manager.

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**NIPPON YUSEN KAISHA.**

**EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.**

FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE CO.'S NEWLY BUILT 9000 TONS PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

ATSUTA MARU — (Capt. W. THOMPSON) About Wed. 7th April.

MIYASAKI MARU — (Capt. W. BAINBRIDGE) About Wed. 5th May.

KITANO MARU — (Capt. F. F. COPE) About Wed. 2nd June.

HIRANO MARU — (Capt. H. FRASER) About Wed. 30th June.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

For further particulars apply to

NIPPON YUSEN KAISHA.

Hongkong, 18th March, 1909.

**SOUTH AMERICAN LINE.**

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, ETC. VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO).

S.S. AMERICA MARU ... 6000 tons gross ... April 14th, 1909.  
S.S. HONGKONG MARU ... 6000 " " June — 1909.  
S.S. MANSHU MARU ... 5000 " " August — 1909.  
S.S. AMERICA MARU ... 6000 " " October — 1909.

For particulars apply to

K. MATSDA, Manager.  
TOYO KISEN KAISHA, York Building.

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Hongkong, 1st April, 1909.

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## POST OFFICE NOTICE

Correspondence for EUROPE VIA SIBERIA is forwarded from HONGKONG by all vessels sailing for SHANGHAI.

Approximate times of closing mails at Shanghai via Daly and Siberia.

9th April	at 10:45 a.m.
15th April	at 8:15 p.m.
23rd April	at 9:45 a.m.
29th April	at 8:15 p.m.
7th May	at 8:45 a.m.

FOR PER DATE

Qing Chow Wan	Huatu	Thursay, 1st, 8:00 A.M.
Moj, Kobe, Yokohama, and Portland	Alesia	Thursay, 1st, 9:00 A.M.
Swatow	Hainan	Thursday, 1st, 1:00 P.M.
Macao	Gut Tai	Thursday, 1st, 1:15 P.M.
Shang	Lanai	Thursday, 1st, 3:00 P.M.
Iloilo	Sungkang	Thursday, 1st, 3:00 P.M.
Saigon	Bourbon	Thursday, 1st, 3:00 P.M.
Hollow, Toulana and Quinhone	Triumph	Friday, 2nd, 9:00 A.M.
Swatow, Amoy and Foochow	Hele	Friday, 2nd, 11:00 A.M.
Macau	Haitan	Friday, 2nd, 1:15 P.M.
Manila	Sui Tai	Friday, 2nd, 3:00 P.M.
Singapore, Colombo and Bombay	Loongang	Friday, 2nd, 5:00 P.M.
Kobe	Takaschi Maru	Friday, 2nd, 5:00 P.M.
Kudat and Sandakan	Takabata Maru	Saturday, 3rd, 8:00 A.M.
Batavia, Cheribon, Samarang, Sourabaya and Macassar	Borneo	Saturday, 3rd, 10:00 A.M.
Manila	Tjimahi	Saturday, 3rd, 1:00 P.M.
Extra &c., India via Tatton	Ruhi	Saturday, 3rd, 3:00 P.M.
Postage 10 cents)	Printed Matter and Samples	Registration, 10:00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents)	Registration, 10:00 A.M.	(Registration, with late fee of 10 cents, up to 10:45 A.M.)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Kowloon B.O.	1:00 P.M.
The Parcel mail will be closed to-morrow, at 5 p.m.	No late fee.	Letters, 11:00 A.M.
SHANGHAI, NAGASAKI, KORE, YOKOHAMA, HONOLULU and SAN FRANCISCO	Sui Tai	Saturday, 3rd, 1:15 P.M.
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)	Latasang	Saturday, 3rd, 3:00 P.M.
Singapore, Penang and Colombo	Cheongshing	Saturday, 3rd, 5:00 P.M.
Macau	Anhui	Saturday, 3rd, 5:00 P.M.
Shanghai	Haiyang	Tuesday, 6th, 11:00 A.M.
Swatow, Amoy and Foochow	Pingtseuy	Tuesday, 6th, 2:00 P.M.
Shanghai, Yokohama, Kobe and Moji	Tean	Tuesday, 6th, 2:00 P.M.
Singapore	Alauta Maru	Tuesday, 6th, 5:00 P.M.
Manila	Printed Matter, and Samples	Registration, 9:00 A.M.
(Registration, with late fee of 10 cents, up to 9:45 A.M.)	Registration, 9:00 A.M.	Registration, 10:00 A.M.
Extra Postage 10 cents.)	Kowloon B.O.	9:00 A.M.
Letters	No late fee.	Letters, 10:00 A.M.
SHANGHAI, NAGASAKI, KORE, YOKOHAMA, HONOLULU and SAN FRANCISCO	Tenyo Maru	

## CLARETS BOTTLED IN BORDEAUX

VIN ORDINAIRE (Cotes Castillon)  
ST. JULIEN \*  
MEDOC ST. SAUVEUR  
ST. JULIEN SUPERIOR \*\*  
ST. EMILION  
SAINT ESTEPHE CANTENAC  
CH. MARGAUX  
PONTET CANTENAC  
CH. LAROSE  
CH. MOUTON ROTHSCHILD  
CH. LEOVILLE  
CH. LAFITE. 1893 Vintage

H. RUTTONJEE & SON.  
WINE AND SPIRIT MERCHANTS.

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## VESSELS EXPECTED.

## COMMERCIAL

## EXCHANGE CLOSING QUOTATION.

March 31st.

THE AUSTRALIAN MAIL  
The I.G.M. str. Prince Sigismund left Manila on the 31st ult. at 6 a.m., and may be expected here to-morrow.

THE INDIAN MAIL  
The Apeir str. Japan from Calcutta left Singapore on the 28th ultime, and may be expected here to-morrow.

THE CANADIAN MAIL  
The C.P.R. str. Empress of China left Vancouver on the 25th ultime p.m. for Hongkong via the usual ports of call.

THE GERMAN MAIL  
The I.G.M. str. Buelow carrying the German Mail with dates from Berlin of the 10th ult., left Colombo on the 23rd ult. p.m., and may be expected here on or about Thursday, the 8th inst.

MERCHANT STEAMERS  
The Swedish str. Peking left Singapore on the 24th ultime afternoon, and may be expected here to-day.

The N.Y.K. str. Takasaki Maru (Bombay Line) left Moji for this port on the 27th ult., and is expected here to-day.

The N.Y.K. str. Hakkoda Maru (European Line) left Singapore for this port on the 26th ult., and is expected here to-day.

The N.Y.K. str. Wakemaru Maru (Bombay Line) left Singapore for this port on the 24th ult., and is expected here to-day.

The Ben Line str. Beaufort from Middlesex' Antwerp and London left Singapore on the 26th ult. for this port.

The A. & A. str. Eastern from Sydney & left Port Darwin on the 25th ult. morning for Manila and this port.

The C.N.C. Co.'s str. Nanchang is expected to leave Newchwang on the 3rd inst.

The Glin Line str. Glenlogan left Singapore on the 28th ultime, and may be expected to arrive here on the 3rd inst.

The N.Y.K. str. Changsha left Sydney on the 10th ult., and is due here on the 4th inst.

The N.Y.K. str. Tango Maru (American Line) left Kobe for this port via Moji and Shanghai on the 27th ultime, and is expected here on the 5th inst.

The J.C.J. Lijin str. Tiyuan left Macassar on the 28th ultime, and may be expected here on or about the 4th instant, and will leave for Shanghai on or about the 8th inst.

The N.Y.K. str. Kageshima Maru (Bombay Line) left Bombay for this port via Singapore on the 26th ult., and is expected here on the 16th inst.

NOW READY  
THE DIRECTORY AND CHRONICLE  
FOR 1909.

Copies may be obtained at the "HONGKONG DAILY PRESS" Office or from Booksellers throughout the Far East.

THE MUCH-TALKED-ABOUT VIRGINIA CIGARETTE.

## “GARRICK.”

THE STANDARD QUALITY OF ALL HIGH-CLASS VIRGINIA CIGARETTES WAS RAISED WHEN THE BRAND “GARRICK” WAS PLACED AT THE DISPOSAL OF CIGARETTE CONNOISSEURS BY MESSRS. LAMBERT & BUTLER.

FOR SALE EVERYWHERE.

## SHARE LIST.—QUOTATIONS.

HONGKONG, MARCH 31ST, 1909.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
Alhambra, Limited	300	Rs. 200	Rs. 200	Nominal
BANKS—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$930, sellers
National Bank of China, Limited	99,925	\$7	26	\$436, buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$10, buyers
China Borneo Company, Limited	60,000	\$12	\$12	\$123, sellers
China Light and Power Company, Limited	50,000	\$10	\$10	\$55
China Provident, Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$930, sellers
COTTON MILLS—				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 120.
Hongkong Cotton Spinning Co., Ltd.	125,000	Tls. 50	Tls. 50	\$9, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 92.
Laou-Kung-Mow C. Spinn & Wear Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 102.
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 360.
Dairy Farm Company, Limited	40,000	\$72	\$8	\$14, buyers
DOCKS AND WHARVES—				
H'ong Kong and Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$49, buyers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	\$50	\$90, buyers
New Amoy Dock Co., Limited	10,000	\$62	\$62	\$92, buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 200	Tls. 86, buyers
Shanghai and Hongkew Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 165.
Fenwick & Co., Limited	18,000	\$25	\$25	\$12, sellers
Green Island Cement Co., Limited	400,000	\$10	\$10	\$930, sales
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$210, buyers
Hongkong Electric Co., Limited	60,000	\$10	\$10	\$193, buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$84, buyers
Hongkong Ice Company, Limited	5,000	\$25	all	\$180, sellers
Hongkong Milling Co., Ltd. (in Liquidation)	10,000	\$100	\$100	Nominal
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	\$10	\$24.
INSURANCES—				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$1874, sales
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$876, sellers
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$872, buyers
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$515, sal. & buy.
North-China Insurance Co., Limited	10,000	\$15	\$25	Tls. 100, buyers
Union Insurance Society, Limited	12,400	\$250	\$100	\$60, buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$200.
LANDS AND BUILDINGS—				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	\$100	\$99, sellers
Humphreys Estate and Finance Co., Ltd.	150,000	\$10	\$10	\$875, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$50, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 115.
West Point Building Co., Limited	12,500	\$50	\$50	\$44, sellers
MINING—				
Societe Francaise des Charb'ges du Tonkin	16,000	Frs. 250	all	\$600, buyers
Raub Australian Gold Mining Co., Ltd.	200,000	£1	18/10	\$83, sellers
Peak Tramways Co., Limited	25,000	\$10	all	\$14.
Philippine Co., Limited	50,000	\$10	\$10	\$2.
75,000	\$10	\$10	\$8.	
REFINERIES—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$1374.
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$17, sellers
Robinson Piano Co., Limited	4,000	\$50	\$50	\$59, sellers
STEAMSHIP COMPANIES—				
China and Manilla Steamship Co., Ltd.	30,000	\$25	\$25	\$8, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$35, buyers
Hongkong, Canton & Macao S.B.C. Co., Ltd.	80,000	\$15	\$15	\$291, sales
Indo-China Steam Navigation Co., Ltd.	60,000	\$5	all	\$49, buyers
Shell Transport & Trading Co., Limited	2,000,000	£1	£1	\$120, buyers
Star Ferry Company, Limited	10,000	\$10	\$10	\$23.
South China Morning Post, Limited	6,000	\$25	\$25	\$24, sellers
Steam Laundry Company, Limited	20,000	\$5	\$5	\$51.
STORES AND DISPENSARIES—		</		